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 CENTRAL INTELLIGENCE AGENCY REPORT

INFORMATION REPORT

CD NO. 50X1-HUM

COUNTRY Germany (Russian Zone)

DATE DISTR. 16 October 1951

SUBJECT Information on Russian Zone
Railroad Repair Shops

NO. OF PAGES 2

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1. During the second half of July 1951, the Directorate General, Railroads, in Berlin learned that none of the repair shops in the Berlin railroad district could fulfil their production quotas for June 1951. This was attributed to the following causes:

- a. The former German freight cars returned from the U.S.S.R. are in a very poor condition and their repair requires more working hours and material than anticipated.*
- b. Important raw materials required cannot be obtained in the Soviet Zone of Germany and deliveries from the West have been stopped. Structural steel for freight cars, medium sheets for locomotives, high quality steels and non-ferrous metals, and ingot iron in particular, are in short supply.
- c. More than 100 heavy motors of S-Bahn cars were stored at the Berlin-Schoeneweide railroad repair shop. These motors cannot be repaired since guttapercha, high quality strands (Litze), coils (Wicklungen) and ball bearings are not available.*

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2.

Max Schroeder, the technical manager of the Potsdam railroad repair shop, his deputy Sohr (fnu), and four other employees of this installation were arrested. The chairman of the workers committee of the railroad repair shop was discharged without any notice. It was stated that the arrest of the employees mentioned was due to expenditures in excess of the budget allocated to the Potsdam railroad repair shop. A Czech was made technical manager of the railroad repair shop.*

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Comment. Railroad repair shops in the Berlin railroad district include the Berlin-Warschauerstrasse, Berlin-Schoeneweide, Berlin-Tempelhof, Berlin-Grunewald, Potsdam and Brandenburg-West railroad repair shops. The production quotas allocated to these repair shops for 1951 were reported previously. The former German freight cars returned from the U.S.S.R. referred to are 20,000 cars returned since 1 June 1951. Most of these cars are damaged and can be used again only after extensive repair work performed in railroad repair shops. The Berlin-Schoeneweide railroad repair shop specializes on the repair of railroad cars used for the electrified Berlin interurban railroad system.

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** Comment. Sohr was previously known as the deputy technical director of the Potsdam railroad repair shop. Schroeder is reported for the first time. It has previously been thought that one Kochner was technical director of the Potsdam repair shop. 50X1-HUM

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